

[02.4 – Applied Aerodynamics]

## 4.8 \_ Super- and Hypersonic Aerodynamics 2

<b>Date</b>	28 September 2016 (Wednesday)	
<b>Time</b>	16:00–18:00	
<b>Place</b>	Track 4 (#104)	
<b>Session Chair:</b>		
<b>4.8.1</b>	<b>16:00–16:30</b>	<b>[2016_0283] LOW-DRAG / LOW-BOOM SHAPE OPTIMIZATION OF A BIPLANE WING / TWIN-BODY FUSELAGE SST CONFIGURATION</b> N. Ban, Nagaoka University of Technology, Japan
<b>4.8.2</b>	<b>16:30–17:00</b>	<b>[2016_0631] AERODYNAMICS CAUSED BY ATTITUDE MOTION OF A SUPERSONIC FLIGHT EXPERIMENT VEHICLE WITH A CRANKED-ARROW MAIN WING</b> K. Mizobata, Muroran Institute of Technology, Japan
<b>4.8.3</b>	<b>17:00–17:30</b>	<b>[2016_0660] AERODYNAMIC CHARACTERISTICS OF BUSEMANN'S BIPLANE AIRFOIL FOR SUPERSONIC TRANSPORT AIRCRAFT WING AT VARIOUS AOA</b> R.O. Bura, Faculty of Mechanical and Aerospace Engineering, ITB, Indonesia
<b>4.8.4</b>	<b>17:30–18:00</b>	<b>[2016_0714] NUMERICAL STUDY OF ACTIVE SHOCK WAVE-TURBULENT BOUNDARY LAYER INTERACTION CONTROL FOR TRANSONIC AERODYNAMICS</b> Z. Seifollahi Moghadam <sup>1</sup> , A. Jahangirian <sup>1</sup> ; <sup>1</sup> Amirkabir University of Technology, Iran